

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ADP-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 SIL-01 LAB-06 SS-15

NSC-10 PA-03 USIA-15 PRS-01 L-03 H-03 RSR-01 /115 W

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R 031720Z AUG 73

FM AMEMBASSY BONN

TO SECSTATE WASHDC 6678

INFO AMEMBASSY LONDON

AMEMBASSY PARIS

USMISSION BERLIN

FAA BRUSSELS

AMCONSUL FRANKFURT

AMCONSUL BREMEN UNN

AMCONSUL DUESSELDORF UNN

AMCONSUL HAMBURG UNN

AMCONSUL MUNICH UNN

AMCONSUL STUTTGART UNN

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FRANKFURT ALSO FOR FAA

E.O. 11652:N/A

TAGS: ETRN, GW

SUBJECT: CIVAIR - FRG AIR TRAFFIC CONTROLLERS SLOWDOWN

REF: BONN 10405

1. DESPITE THE DRASTIC REDUCTION OF LUFTHANSA'S SCHEDULED OPERATIONS AND THE DE-CENTRALIZATION OF CHARTER TRAFFIC TO AIR-PORTS OTHER THAN FRANKFURT AND DUESSELDORF, THE ATC SLOWDOWN IS STILL CAUSING VARYING DELAYS. ON AUGUST 2, BREMEN AIRPORT WAS CLOSED FOR SEVERAL HOURS BECAUSE OF INSUFFICIENT ATC STAFFING. THE SITUATION IS FURTHER AGGRAVATED BY THE FACT THAT FRENCH ATC, PARTICULARLY DURING HEAVY WEEKEND INCLUSIVE TOUR CHARTER TRAFFIC, HAS STARTED TO "RATION" THE ACCEPTANCE OF FRG ORIGIN AND

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DESTINATION TRAFFIC ON OVERFLIGHTS OF FRENCH AIRSPACE. THE

FRG/BERLIN SERVICES, HOWEVER, HAVE CONTINUED TO EXPERIENCE ONLY MINOR DELAYS.

2. FRG AIRPORT COMPANIES, ESPECIALLY THOSE HANDLING LARGE SHARES OF DOMESTIC TRAFFIC, ARE NOW ALSO SUFFERING FROM THE DROP IN REVENUES AND ARE FACED WITH THE NECESSITY OF CUTTING EXPENSES. SOME AIRPORT OPERATORS HAVE FILED FOR PERMISSION WITH THE LABOR AUTHORITIES TO PUT THEIR STAFF ON A PART-TIME BASIS.

3. LUFTHANSA ANNOUNCED ON JULY 30 THAT ITS LOSSES IN REVENUES NOW TOTAL MORE THAN DM 90 MILLION FOR THE FIRST 60 DAYS OF THE ATC SLOWDOWN.

4. RECENT BERLIN "TAGESSPIEGEL" ARTICLES REPORTED ALLEGED PLANS OF THE FRG TO SUSPEND THE RE-INTRODUCTION OF FULL-SCALE DOMESTIC SERVICES INDEFINITELY AND TO LIMIT OVERFLIGHT RIGHTS OF FOREIGN AIRLINES LATER THIS YEAR. THIS WAS OFFICIALLY DENIED BY BONN, AND AN AVIATION OFFICIAL OF THE MINISTRY OF TRANSPORT HAS TOLD THE EMBASSY THAT FRG DOMESTIC SERVICE WILL CERTAINLY RETURN TO THE LEVEL PREVAILING PRIOR TO THE SLOWDOWN ALTHOUGH IT MAY TAKE MANY WEEKS, ONCE THE ATC SITUATION IS RESOLVED, TO RECAPTURE THE MARKET FROM OTHER MODES OF TRANSPORT. WITH RESPECT TO OVERFLIGHTS (PRIMARILY ON FRG NORTH/SOUTH AIRWAYS) FROM THIRD COUNTRIES, THE AVIATION OFFICIAL EXPLAINED THAT PLANS OF LONG-STANDING CALL FOR AN ADVANCE REGISTRATION OF OVERFLIGHTS WITH FRG SCHEDULING COORDINATOR BY NOVEMBER 1 FOR THE PERIOD NOVEMBER 1973 -MARCH 1974. THIS WILL GIVE FRG AUTHORITIES A MORE ACCURATE IDEA OF THE EXTENT OF SUCH TRAFFIC. SUBSEQUENTLY, THE FRG EXPECTS TO COORDINATE FRG OVERFLIGHTS ON A EUROPEAN BASIS; NOT, HOWEVER, WITH THE OBJECTIVE OF LIMITING INTERNATIONAL TRAFFIC BUT IN ORDER TO ALLEVIATE PEAK TRAFFIC INsofar AS POSSIBLE, CONSISTENT WITH THE FRG'S INTERNATIONAL CIVIL AVIATION UNDERTAKINGS.HILLENBRAND

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